

VESSELS ON THE BERTH.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STRAINS	TO SAIL ON	REMARKS
LONDON, &c.	BERGAL	February 17th	See Special Advertisement.
YOKOHAMA VIA NA-	ROTHA	February 17th	Freight or Passage.
GASAKI AND KOBE	ROTHA	February 17th	Freight or Passage.
SHANGHAI	ROTHA	February 17th	Freight or Passage.
LONDON	ROTHA	February 17th	Freight or Passage.
SHANGHAI AND JAPAN	ROTHA	February 17th	Freight or Passage.
KOBE	ROTHA	February 17th	Freight or Passage.
MARSHALLS AND	ROTHA	February 17th	Freight or Passage.
LONDON DIRECT	ROTHA	February 17th	Freight or Passage.
(Without Transhipment)	ROTHA	February 17th	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 6th February, 1900.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

(Passenger Service).

(Freight Service).

(Taking cargo at through rates to Antwerp, Amsterdam, Rotterdam, London, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, ports in the Levant, Black Sea and Baltic ports, North and South American ports).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STRAINS	DESTINATIONS	SAILING DATES
ALBESIA	HONGKONG, LONDON AND ANTWERP	On 27th Feb. Freight.
ASTORIA	NEW YORK	On 27th Feb. Freight.
SAVOIA	NEW YORK	On 27th Feb. Freight.
SAVOIA	NEW YORK	On 27th Feb. Freight.
SAVOIA	NEW YORK	On 27th Feb. Freight.
SAVOIA	NEW YORK	On 27th Feb. Freight.
SAVOIA	NEW YORK	On 27th Feb. Freight.
SAVOIA	NEW YORK	On 27th Feb. Freight.
SAVOIA	NEW YORK	On 27th Feb. Freight.
SAVOIA	NEW YORK	On 27th Feb. Freight.

* These steamer have superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 15th February, 1900.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STRAINS	DESTINATIONS	SAILING DATES
WAKASA MARU	MARSHALLS, LONDON AND ANTWERP	FRIDAY, 23rd February, at DAYLIGHT.
KANAGAWA MARU	MANILA, THURSDAY ISLAND, TOWNVILLE, SYDNEY, AND MELBOURNE	FRIDAY, 23rd February, at 4 P.M.
FUTABA MARU	NAGASAKI, KOBE, AND YOKO.	SATURDAY, 24th February, at NOON.
MIYAMA MARU	BOMBAY, VIA SINGAPORE AND COLOMBO	FRIDAY, 2nd March, at NOON.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Manager.

Hongkong, 20th January, 1900.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, AMSTERDAM, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STRAINS	SAILING DATES
OLDENBURG	WEDNESDAY, 22nd February.
STUTTGART	WEDNESDAY, 22nd February.
KONIG ALBERT	WEDNESDAY, 22nd February.
WEIMAR	WEDNESDAY, 22nd February.
PEITZ HEINRICH	WEDNESDAY, 22nd February.
HAMBURG	WEDNESDAY, 22nd February.
SACHSEN	WEDNESDAY, 22nd February.
OLDENBURG	THURSDAY, 23rd February.
STUTTGART	THURSDAY, 23rd February.
KONIG ALBERT	THURSDAY, 23rd February.
WEIMAR	THURSDAY, 23rd February.
PEITZ HEINRICH	THURSDAY, 23rd February.
HAMBURG	THURSDAY, 23rd February.
SACHSEN	THURSDAY, 23rd February.

ON WEDNESDAY, the 22nd day of February, 1900, at Noon the Steamer "OLDENBURG" of the Norddeutscher Lloyd, Captain H. Proger, with MAILED PASSENGERS, SPECIES, and CARGO, will leave this Port as above, calling at NAPLES, GENOA and AMSTERDAM.

Shipping Orders will be granted till Noon on MONDAY, the 19th February, and Cargo and Species will be received on Board until 5 P.M. on TUESDAY, the 20th February, and Cargo will be received at the Agency's Office until Noon, on TUESDAY, the 20th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed 70 lbs. Cubic in Measurement.

The Steamer has superior accommodation and carries a Doctor and Stewardess. Lanes can be reached on board.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 15th February, 1900.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, Comdr. G. A. Lee, R.N.	WEDNESDAY, 14th Mar. 1900
EMPEROR OF CHINA, Comdr. R. Archibald, R.N.	WEDNESDAY, 14th Mar. 1900
EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.	WEDNESDAY, 14th Mar. 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous Isthmus of Panama, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIA TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close Connections are made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, good for 4, 6, 9, and 12 months.

SPECIAL MATES (First class only) granted to Missionaries. Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's steamers include PALATIA STEAMSHIPS, second to none in the world, the LUXURANCE OF THE TRANS-CONTINENTAL TRAINS (the Company having secured the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are renowned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Peking Street.

Hongkong, 16th February, 1900.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL NAME	FLAG & REG.	CAPTAIN	FOR FURTHER APPLY TO	TO BE DESPATCHED
LONDON &c. VIA PORT OF CALL	Beagle	Brit. str.	S. Barnham	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON VIA SUEZ CANAL	Beagle	Brit. str.	S. Barnham	P. & O. S. N. Co.	On 20th inst.
LONDON VIA SUEZ CANAL	Beagle	Brit. str.	S. Barnham	P. & O. S. N. Co.	On 20th inst.
LONDON VIA SUEZ CANAL	Beagle	Brit. str.	S. Barnham	P. & O. S. N. Co.	On 20th inst.
LONDON VIA SUEZ CANAL	Beagle	Brit. str.	S. Barnham	P. & O. S. N. Co.	On 20th inst.
LONDON VIA SUEZ CANAL	Beagle	Brit. str.	S. Barnham	P. & O. S. N. Co.	On 20th inst.
LONDON VIA SUEZ CANAL	Beagle	Brit. str.	S. Barnham	P. & O. S. N. Co.	On 20th inst.
LONDON VIA SUEZ CANAL	Beagle	Brit. str.	S. Barnham	P. & O. S. N. Co.	On 20th inst.
LONDON VIA SUEZ CANAL	Beagle	Brit. str.	S. Barnham	P. & O. S. N. Co.	On 20th inst.
LONDON VIA SUEZ CANAL	Beagle	Brit. str.	S. Barnham	P. & O. S. N. Co.	On 20th inst.

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG."

Captain Moore, will be despatched as above

TODAY, the 16th inst., at 10 A.M.

The attention of Passengers is directed to

the Superior Accommodation offered by this

Steamer. The Vessel is fitted throughout with

Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 12th February, 1900.

VESSELS ON THE BERTH.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Ogata, will be despatched for the

above ports on SUNDAY, the 18th February,

at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 9th February, 1900.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR."

Captain Jackson, will be despatched as above

on TUESDAY, the 20th February,

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 18th January, 1900.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR."

Captain Jackson, will be despatched as above

on TUESDAY, the 20th February,

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 18th January, 1900.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR."

Captain Jackson, will be despatched as above

on TUESDAY, the 20th February,

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 18th January, 1900.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR."

Captain Jackson, will be despatched as above

on TUESDAY, the 20th February,

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 18th January, 1900.

VESSELS ON THE BERTH
NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO. OREGON RAILROAD AND NAVIGATION CO.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
ALBION	1,000	W. H. Smith	On 20th inst.	ALBION	1,000	W. H. Smith	On 20th inst.
ALBION	1,000	W. H. Smith	On 20th inst.	ALBION	1,000	W. H. Smith	On 20th inst.
ALBION	1,000	W. H. Smith	On 20th inst.	ALBION	1,000	W. H. Smith	On 20th inst.
ALBION	1,000	W. H. Smith	On 20th inst.	ALBION	1,000	W. H. Smith	On 20th inst.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the

PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED

STATES and to EUROPE.

HONGKONG TO LONDON, 347.

HONGKONG TO NEW YORK, 400.

HONGKONG TO VICTORIA, 400.

HONGKONG TO TACOMA, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

HONGKONG TO ASTORIA, 400.

HONGKONG TO OREGON CITY, 400.

HONGKONG TO PORTLAND, 400.

HONGKONG TO SEASIDE, 400.

No interest to be paid to Government on any portion of the trust estate which is utilized for the formation of streets, or which has been reserved for any public purpose, or which is required for open spaces.

On the expiration of 30 years from the date of acquisition by the trust the property not acquired to revert to the Government.

(3) All assessments for rates for new building erected on trust land not before rated, and all enhanced assessments for rates for buildings assigned to or acquired by the trust by purchase or otherwise, to be paid by the Government to the trust.

(4) The following are the proposals for the settlement of disputes and compensation:

A tribunal of appeal to be framed for the decision of all questions in dispute connected with the acquisition of land and property by the trust.

Mr. OSBORNE proposed that the scheme be reconsidered at the next meeting, and that in the meantime be laid on the table. He hoped that the newspapers would give publicity to it so that perhaps they might benefit by an expression of public opinion on the subject. The responsibility involved in the scheme were very large, and as it had only been before the members during the last two or three days he thought it would be well to let it remain over for a fortnight.

Mr. McKENZIE seconded, and the motion was carried.

THE CONDITION OF NO. 2 HEALTH DISTRICT.

The Select Committee (Messrs. May, Osborne, and McKENZIE) reported on the 8th February that they had inspected portions of No. 2 Health District, Sanitary Inspector McKENZIE accompanying them. The report concludes: "We visited the Wanchai Market, which is in our opinion inadequate for the requirements of the population. Taken as a whole the district was not as clean as it should be. The district has the advantage of being largely composed of two-storied buildings, but as these buildings are old we fear they will soon be replaced by buildings of at least three stories in height. We only noticed one latrine in the portion of the district traversed by us, and it was obviously much too small for the necessities of the dense population surrounding it. The whole district apparently wants line-washing."

The Secretary intimated: "This district is in course of being line-washed although but slow progress is being made, as only 22 houses out of 1,500 have been done in five weeks."

Dr. HARTIGAN intimated: "Report shows a most unsatisfactory state of things still."

The Hon. R. D. OSBORNE proposed that a copy of the report be forwarded to the Government.

Mr. OSBORNE seconded, and the motion was carried.

On the motion of the PRESIDENT, seconded by the Hon. R. D. OSBORNE, Messrs. Bodely, McKENZIE, and Osborne were appointed a select committee.

RINDERPEST ON THE NEW TERRITORY.

The select committee appointed to enquire into the report of the Colonial Veterinary Surgeon as to rinderpest in the New Territory was submitted. The Committee approves of Mr. Laidlaw's suggestion as to preventive inoculation.

On the motion of the PRESIDENT, seconded by Dr. CLARK, it was decided to forward the report to Government, with the recommendation that the scheme proposed should be adopted.

THE CENTRAL MARKET.

Mr. Laidlaw (Colonial Veterinary Surgeon) submitted a proposal to alter certain stalls in the Central Market, and the proposal was adopted on the motion of the PRESIDENT, seconded by Mr. McKENZIE.

PLANS FOR DRAINAGE.

Papers were submitted suggesting 69 of Ordinance 18 of 1899 be altered so as to require separate plans for drainage to be supplied to the Sanitary Board.

The Hon. R. D. OSBORNE suggested that Mr. Drury be asked to endeavour to arrange the matter without altering the Ordinance.

It was decided to leave the matter in obedience for the present.

CHINESE CERTIFICATES.

Papers were submitted as to the increase to allowances for knowledge of Chinese.

The Secretary reported to the Colonial Secretary on the 23rd January as follows:

"I have the honour by the direction of the Sanitary Board to point out that by C. S. O. 2961 of 1895 it was sanctioned that the regulations governing the study of Chinese and the monetary reward granted for the possession of a certificate by the members of the police should be extended to the Inspectors of the Sanitary Department."

"Since that time certificates have been gained by inspectors in this department, and at the present time four are in possession of such certificates, namely: two of second and two of first certificates. It is, however, found that there is some cause which prevents the main body of the inspectors from acquiring a useful knowledge of Chinese and thus acts prejudicially against the value of their services in sanitary matters."

"The reason for this may be partially due to the comparatively small reward paid for the possession of a certificate, namely, \$2, \$5, and \$10, for a first, second or third respectively, and to revise this I am directed to recommend that as the police allowances have been doubled by C. S. O. 538 of 1899, so may the same privilege be extended to the inspectors of this department; to the present holders of certificates on the same terms as therein quoted for the police, namely, on passing a test examination and to all who may in future gain certificates."

"The rate on the estimates for this department is \$300, and the increase if granted will require an additional \$250 for the current year. Namely, \$150 for certificates already joined and \$100 for prospective grants."

The four inspectors mentioned in the report are: J. Heide (\$10), F. Fisher (\$10), H. J. Knight (\$2.5), and J. Haggard (\$2.50).

The Colonial Treasurer (the Hon. A. M. Thomson) reported (January 24th): "I think the allowances should be the same as in the police, but doubt whether the officers who have not taken up or passed in Chinese are influenced altogether by the amounts. Inexpediency and disinclination to study would account for a number of them."

The Colonial Secretary (the Hon. J. H. Stewart Lockhart) wrote (January 25th): "I agree with the Treasurer, and, speaking from my previous experience, I doubt whether the increase in pay will lead to many more inspectors being able to speak Chinese. I shall be agreeably surprised if it does."

THE REPORTED OUTBREAK OF PLAGUE IN MANILA.

Correspondence re bubonic plague in Manila was submitted.

Answering an enquiry made by the Secretary on behalf of the Sanitary Board, Consul-General Wildman wrote on the 27th January: "I wrote yesterday to His Excellency Major-General O'Sullivan for detailed information regarding the outbreak of plague in Manila, and that information was transmitted to this office for the benefit of the Colonial Government. I have no official information that leads me to believe that plague has broken out in Manila."

Mr. Harford, H. B. M. Consul at Manila, wrote to H. E. the Governor on the 25th January: "I have the honour to report that cases of bubonic plague have opened lately in Manila, the majority of them ending fatally. These cases as yet are entirely confined to the very lowest class of Chinese and natives, etc. The disease has not yet assumed an epidemic form."

At the meeting another letter from Consul-General Wildman was submitted. In this letter Mr. Wildman stated that he had received an official report to the effect that there had been five authenticated cases of plague in the city of Manila. The first was discovered on the 2nd instant, and these cases, with nine other suspects, had been confined to two districts in the city. There had been one case developed within the last seven days. The present death rate of the city was lower than it had been for many months. Under date February 4th, Major-General O'Sullivan wrote: "The health of the city is most excellent and there is no cause for apprehension that the plague will take any serious hold in this city. House to house inspection was inaugurated several weeks ago and the physical condition of all the inhabitants."

THE PLAGUE IN FORMOSA.

Mr. W. G. KENNY, H. B. M. Consul in Formosa, forwarded a return of bubonic cases in Formosa during the year 1899, and added that there had been no reported cases in the district since November 26th. This return showed the number of cases to be 2,633; deaths, 1,974; recoveries, 608; under treatment 54.

MORTALITY STATISTICS.

The death rate for the colony of Hongkong for the week ended January 27th was 21.8, against 24 for the previous week and 17 for the corresponding week last year. The rate for the following week was 19.8, against 14.6 for the corresponding week last year.

The deaths in Macao for the week ended 31st January numbered 44 (including three from bubonic plague). The deaths for the following week numbered 54 (including two from plague). This was all the business.

SPORT AND ANECDOTE.

By AN OLD FOGGY.

LONDON, 13th January.

THE FIRST INTERNATIONAL MATCH OF THE SEASON.

England has made a poor start in the international football matches, the Welsh fifteen winning hands down at Gloucester. Except at rare intervals there can be no doubt that the winners overwhelmed the English side, and he would be a poor sportsman who begrudged the veteran Bancroft and his men any of the laurels of victory. A defeat more or less during past seasons has not greatly troubled any of those who like to see the wearers of the Rose triumphant, but they have been a little too frequent and too pronounced this last two or three years to be treated with the same old-fashioned airiness. To my way of thinking English Rugby football is not only making no progress, but is most emphatically on the decline. True it is that so far as the games with the principal have gone since those memorable years '94, '95, and '96, we have not dealt to complain of, but last year's encounter was something more than a defeat. At the time I did not care to join the throng of critics who are ever eager to pull to pieces a defeated team; it is so easy to be emphatic after a match. But I had hopes that our players are really weaker than formerly. Are we losing any of that bull-dog tenacity which hangs on even against odds to the last gasp? Do our representatives find it impossible to cope with the fleetness of foot or the deadly mechanical accuracy of the Welsh back play? Or is it that the gentlemen responsible for the selection of our international players fail to recognise just where the necessary ability and skill lies waiting to be called upon? I hope I am as conscious as each of the way in which the ranks of the Rugby Union have been decimated of recent years, but I find it hard to believe that with our Universities still raising aloft the flag of amateurism, with North, Midlands and South loyal to its principles, we cannot hold our own in any of the international Rugby games. Our attention will now have to be turned to the matches against Ireland and Scotland, and though there is nothing very plucky in being "licked before the game starts," the most we can do, so far as one can judge from the material at hand, is to hope for the best, while fearing for the worst. I have referred incidentally to the loyalty of the North of England; let me amplify this a little by saying that I have in mind more particularly the amateur clubs of Lancashire and Yorkshire. From the northern counties matters are being raised again as to the apathy of the Union towards various struggling organisations. It is a far cry to Northumberland and Cumberland, but it would not be a matter of great difficulty to bring the clubs in that part of England in closer and more harmonious touch with those in other localities if there was any real disposition to do so. From present appearances it looks very much as if the Union officials were studiously willing to allow aggrieved parties to "gang their ain gait." But it will take a good deal to convince me that this stiff-necked attitude towards all who have a real or fancied grievance will be of permanent service to the Rugby Union.

PRIDE OF PLACE.

Leaving the sphere of football politics, it is a real pleasure to turn to one or two details connected with the selection of the Welsh fifteen. And first and foremost comes W. L. Bancroft, a veteran of whom Wales has every reason to be proud. Including last week's match at Gloucester the Welsh champion has now taken part in twenty-eight international matches. This itself is something altogether unique, but something still more remarkable is the fact that since he was first selected to play for Wales in the year 1890, he has never been left out of an international XV. Indeed his position has never once been seriously menaced. That he has not come scathless through such a series of tough encounters will be readily understood, but the man's enthusiasm as well as his skill seems unabated, and he was quite the popular hero of the match in the West. From year to year the public are treated to full particulars of his long and honourable career, which, in a sense, eclipses that of Arthur Gould, and there is not a boy in South Wales to-day unable to give chapter and verse for his doings on the football field. His feeling is one of his strongest points; for he gathers the ball "full toss," half-volley, or from a "wobbling shooter" with unerring accuracy. Being a notable cricketer, perhaps this is only natural. It has to be confessed, however, that his methods at times tend to upset old-fashioned notions of full-back play. But Bancroft possesses an abundance of confidence, knows exactly what he can do, and in nineteen cases out of twenty carries out his plans successfully. Before now I have seen him gather up the ball from the toes of an onrushing swarm of forwards with as much unconcern as if it were a ball of knitting-wool, dodge first this opponent and then that one, charge swiftly to the left, and having drawn half the team in his wake, just as suddenly reverse to the right put in a quick run, and at the precise instant get in a beautiful long kick into touch. When I used to flounder around in a team our captain would have turned again had his full back tried such "antics." Antics was his favourite word when he wished to put special stress on his decision. But, bless you, Bancroft has been confounding his critics these ten years or more, and could no more resist his opportunities than Allan Steel could resist having a "pop" at a seditious delivery on the leg stump. We may argue as we choose, but such men have always been a law unto themselves. The Welsh players know their full back like a book, and so it happens more frequently than otherwise that the opponents of Wales find themselves relentlessly tackled before they get within hail of Bancroft, for collaring is not now his forte, reliable as he undoubtedly was in the earlier part of his career. What he has done for Wales can scarcely be over-estimated, but though his services in international matches naturally be regarded of paramount importance, one would have to turn over a good many pages of football history to discover the name of any celebrity of modern times who has done more service for a club like Bancroft has for Swansea.

MILITANT CHRISTIANITY.

Hampshire, I think, may fairly claim to be the "Army" team of the first-class cricketing counties, with its majors, and captains, and bombardiers. The military representatives are all downright good cricketers, too. Strange, is it not, how the fighting element should have been attracted in this particular direction? In another sphere of sports it is no less singular how football-playing parties have been drawn towards certain clubs. At one time the Leicesters F.C. had two or three muscular representatives of Christianity in its ranks; Coventry, I understand, have had a couple; and now we find another Midland Rugby club, the Moseley F.C., with two reverends in its ranks, these being the Rev. E. M. Baker and the Rev. Mr. Goodacre. Since the Rev. R. H. Cattell was selected to captain the English side against Wales, I have gleaned a few more particulars with respect to the Moseley club, and I find it opens its arms to the Church in much the same way as Hampshire does to the Army. Of late years the Rev. E. Hasluck—now a missionary in China—the Rev. R. H. Cattell, the Rev. Mr. Millicent, the Rev. E. M. Baker, and the Rev. Mr. Goodacre have assisted in the ranks of this particular club, and I can only wonder that the Rev. Pollock-Hill, who for some time was busy amongst the parishioners very near to the district of Moseley, was not prevailed upon to don the red and black jersey under the captaincy of J. F. Byrne—at one time England's premier full back. For some months I saw a good deal of the play of England's latest captain. At his best, which was seen at intervals only, Cattell was a very sturdy half-back indeed, and whenever he had B. B. Tate—who recently left for the scene of action in South Africa—as a partner, the opposition had a good deal to contend with. In his earlier days, when scarcely known, it struck me that Cattell used to frequent pavements in the most glaring manner, but he soon developed into a high-class player. Of a splendid physique, he often depends more upon his strength of limb than upon the "dippy" tactics which find favour in certain circles. Having splendid shoulders, the chest of a young giant, a strong, reliable pair of legs, he requires an immense amount of stopping when once under weigh with the ball, especially if he happens to get anywhere near his opponents' goal-line.

EXPORT CARGO.
Per steamer *Afridi*, sailed on the 1st Feb.
For New York—3,337 packages or crates, 174 bales rattanware, 212 bales feathers, 154 cases blackwoodware, 649 rolls matting, 120 bales bamboo split, 48 cases Chinaware, 29 packages oassa, 30 bales bamboo, 38 bales rattan, 15 packages rattanware, 11 cases curios, and 400 packages merchandise.

CARMICHAEL & BARLOW,
Consulting Engineers, Surveyors, and
Contractors,
QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships. Launches and light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale.
Telegrams: "CELESTE," Hongkong.
Telephone, 232.
H. F. CARMICHAEL,
B. J. BARLOW.
Hongkong, 1st June, 1899. 3024

FOR SALE.
CHAS. HEIDSIECK'S
CHAMPAGNE, 1893 WHITE SHALE
\$38.00 per case of 1 dozen quarts
\$46.00 per case of 2 dozen pints.
E. D. KRESSMANN & CO.'S
RED AND WHITE
BORDEAUX WINES.
C. G. HIBBERT & CO.'S
BOTTLED ALE & STOUT
SIEMSEN & CO.
Hongkong, 5th May, 1899. 140

BOMBAY BURMAH TRADING CORP.
INCORPORATED, LIMITED.
BANGKOK AND RANGOON.

TEAR SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANES, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAR SHINGLES FOR ROOFING.
PINKADOES RAILWAY SLEEPERS for all GUAGES.
Estates Supplied and Orders Booked by
JARDINE, MATHESON & CO.,
Hongkong, 3rd May, 1899. 1920

TO SHIPMASTERS
ENQUIRE where your FRESH WATER
is obtained by the Water Boats; as Foul
WATER is the cause of much Sickness on board
Ship.
We are the ONLY WATER BOAT COMPANY
in HONGKONG EXCLUSIVELY supplying
FILTERED WATER.
CALL FLAG W
J. W. KEW & CO.,
STEAM WATER BOAT COMPANY.
Hongkong, 9th October, 1898. 13099

QUAN WAH & CO.,
DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. 1359

CARBOLINEUM-AVENARIUS
USED FOR OVER TWENTY YEARS.
Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.
Sole Agents for China,
LUTGENS, EINSTMAN & CO.,
Hongkong, 31st August, 1897. 1338

YUBARI AND SORACHI
COALS.
HOKKAIDO TANKO TETSUDO
KAISHA.
(HOKKAIDO COLLIERY AND RAILWAY CO.)
CAPITAL ANNUAL OUT-
YEN 12,000,000 PUT 800,000 TONS.

PORTS OF EXPORT—
OTARU and MURORAN.
The celebrated Yubari and Sorachi Coals are
widely known as the best and most economical
Japanese Coals. The Coals can be obtained
at Tokyo, Yokohama, Otaru, Muroran,
Shanghai, Hongkong, and other principal ports.

OFFICE: MINAMI IDAMACHI, TOKYO,
JAPAN.
Telegrams: "TANKO" TOKYO.
HUGHES & HUGH
Agents for Hongkong.
591

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.
FOR LIVERPOOL DIRECT.
Taking Cargo at LONDON rates.

THE Company's Steamship
"NESTOR."
Captain Asquith, will be despatched as above
on WEDNESDAY, the 7th prox.
For Freight, apply to
BUTTERFIELD & SWIRE.
Agents.
Hongkong, 12th February, 1900. 1486

THE EAST ASIATIC COMPANY,
LIMITED.
FOR MARSEILLES, HAVRE, ROTTER-
DAM, and COPENHAGEN, via
BANGKOK.
THE Company's Steamship.
"CATHAY."
will be despatched as above on or about SATUR-
DAY, the 10th March.
For Freight or Passage, apply to
MELOCHERS & CO.,
Agents.
Hongkong, 12th February, 1900. 1485

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.
FOR LONDON.
THE Company's Steamship
"TEENKAI."
Capt. Davies, Commander, will be despatched as
above on WEDNESDAY, the 14th March.
For Freight, &c., apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 3rd February, 1900. 1490

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.
(HAMBURG AMERICA LINE HAMBURG).
FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship
"ASTORIA,"
Captain Hildebrandt, will be despatched for
the above port on or about 18th March.
For Freight, apply to
CARLOWITZ & CO.
Agents.
Hongkong, 6th February, 1900. 1427

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"CALCHAS,"
Captain Gregory, will be despatched as above
on TUESDAY, the 20th prox.
For Freight, apply to
BUTTERFIELD & SWIRE.
Agents.
Hongkong, 12th February, 1900. 495

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service from CALCUTTA. Ballings from
CALCUTTA for CAPT. PORTS every fortnight.
For freight and further particulars,
apply to
DODWELL & CO. LIMITED
General Agents for China and Japan.
Hongkong, 4th August, 1897. 11

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"CALCHAS"
are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Undersigned; in both cases it will
lie at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 12th inst.
Optional cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 19th instant
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 A.M. on the 20th instant.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th February, 1900. 482

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FROM CALCUTTA, PENANG, AND
SINGAPORE.
THE Company's Steamship
"KUMSANG"
having arrived from the above ports, Consignees
of cargo by her are hereby informed that their
goods will be delivered from alongside.
Cargo impeding the discharge, or remaining
on board after noon, the 16th inst., will be
landed at Consignees' risk and expense into
Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 14th February, 1900. 519

NOTICE TO CONSIGNEES.
"GLEN" LINE OF STEAMERS.
FROM MIDDLESBRO, LONDON AND
STRAITS.
THE Steamship
"GLEN TURET,"
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon, where
each consignment will be sorted out, marked by
mark, and delivery can be obtained as soon as
Goods are landed.
Optional goods will be carried on unless
instructions are given to the contrary before
4 P.M. TO-DAY.
Goods not cleared by the 21st instant will
be subject to rent.
No Fire Insurance has been effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days of steamer's arrival, after which no
claims will be recognised.
McGREGOR BROS. & GOW,
Hongkong, 14th February, 1900. 521

FROM HAMBURG, PENANG AND
SINGAPORE.
THE H.A.L. Steamship
"EMMA LUYKEN,"
Captain Wallis, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.
Optional Cargo will be forwarded unless
notice to the contrary be given before 6 P.M.
TO-DAY.
Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf & Godown Company, Limited,
and stored at Consignees' risk and expense.
No claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 21st inst. will be sub-
ject to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 21st inst., at 3 P.M.
No Fire Insurance has been effected.
SIEMSEN & CO.,
Agents.
Hongkong, 14th February, 1900. 523

FROM HAMBURG, PENANG AND
SINGAPORE.
THE H.A.L. Steamship
"SAVOIA,"
Captain Jäger, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.
Optional cargo will be forwarded unless
notice to the contrary be given before 6 P.M.
TO-DAY.
Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf & Godown Company, Limited,
and stored at Consignees' risk and expense.
No claims will be admitted after the goods
have left the Godowns, and all Goods remaining
undelivered after 21st instant, will be subject
to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 21st instant, at 3 P.M.
No Fire Insurance has been effected.
SIEMSEN & CO.,
Agents.
Hongkong, 14th February, 1900. 525

STEAMSHIP "SYDNEY."
COMPAGNIE DES MESSAGERIES
MARITIMES.
NOTICE.
CONSIGNEES of Cargo from London
ex a.s. Adair, and Bordeaux ex a.s.
Antilles and President Le Roy Lallier in con-
nection with above Steamer, are hereby
informed that their goods with the exception
of Opium, Treasure, and Valuables are being
landed and stored at their risks into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
whence delivery may be obtained immediately
after landing.
Optional Cargo will be forwarded on unless in-
structions are received from the Consignees before
1 P.M. TO-DAY, requesting it to be landed
here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
WEDNESDAY, the 22nd instant, at Noon,
will be subject to rent and landing charges.
All claims must be sent in to me on or before
the 21st inst., or they will not be recognised.
All damaged packages will be examined on
MONDAY, the 19th inst., at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 14th February, 1900. 9

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1900. 11853

AMERICAN SYSTEM
OF
DENTISTRY
No. 39, QUEEN'S ROAD CENTRAL,
CHADWICK KEW
(LATE OF FOOTE & NOBLE).
Hongkong, 15th September, 1899. 181

STEIN TING.
SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1899. 12412

THE
PROVINCE OF SHANTUNG.
ITS TRADE, POPULATION AND FUTURE
PROSPECTS.
BY M. O'S.
Reprinted from the "HONGKONG DAILY PRESS."
Price, 50 cents Cash. Messrs. Kelly & Walsh,
of Daily Press Office.
Hongkong, 31st January, 1900. 383

